

AMENDMENTS TO THE SPECIFICATION:

Please amend the specification as follows:

Amend the Title to read:

An Apparatus for Loading and Unloading Aircrafts Aircraft

On page 9, line 23: ~~Best Mode for Carrying Out the invention~~ Description of the Preferred Embodiments

On page 10, lines 3-19:

The ramp 4 carries a first conveyor part designated the general reference numeral 7, and a second conveyor part 7 designated the general reference numeral 8. The first conveyor part 7 comprises an endless conveyor belt 9 shown in detail in Figs. 1 to 4 where parts of the four sides of the ramp have been removed for the sake of clarity. At the rear end of the ramp 4, this endless conveyor belt 9 runs from a lower path 10 to an upper path 11 or vice versa through a rear turning member 12 which is provided with a plurality of rollers 13,14 and 15. At its front end, the upper path 11 ends at a redirecting member designated the general reference numeral 16, cf. also Figs. 6 and 7. The redirecting member 16 comprises two interconnected rollers 17 and 18 redirecting the conveyor belt 9 to an intermediate path 19 continuing forwards towards the front end 6 of the ramp parallel to the upper path 11, but on a level there below. This intermediate path 19 ends at a front turning member designated the general reference numeral 20 and comprising a single roller 21. The conveyor belt 9 returns to the lower path 10 through the latter single roller 21, said lower path 10 extending parallel to the upper path 11 and the intermediate path 19.

Page 11, line 28 to page 12, line 14:

The support member 37 is arranged on rollers 44. The conveyor units 30, 31 are interconnected by means of flexible coupling means which allow said conveyor units to be mutually turned both in the horizontal and in the vertical direction and be mutually displaced a short distance in the same directions. The coupling means are surrounded by bellow-shaped tubes of rectangular cross sections and with circumferential waves. The frames 36 and the support members 37 are made of a suitable plastic material. The coupling means are furthermore adapted in a manner not described in greater detail to releasably couple the conveyor units 30, 31 together in such a manner that said conveyor units are easily replaceable. In addition, the bellow-shaped tube surrounding the coupling means provides an easy access to passage of a main distributing system with associated coupling equipment with the result that the individual conveyor units 30, 31 can be supplied with the desired energy, such as electric current in an easy manner. As mentioned above, the rearmost conveyor unit 30 is connected to the redirecting member 16 of the first conveyor part. The conveyor units are further provided with such a height that the conveying plane thereof, i. e. the upper side of the conveyor belts 32, ~~flushes~~ is flush with the upper path 11 of the endless conveyor belt 9, cf. Fig. 7.

Page 13, lines 6-8:

The conveyor front member 45 ~~comprises furthermore~~ may also include wheels [[44]] 44' ~~implying that associated with~~ said conveyor front member 45 ~~can facilitate the to~~ support of the ~~relatively far~~ projecting conveyor flap 39 together with the support member 42.

Page 13, line 26 to page 14, line 9:

As illustrated in Fig. 8, the bridge member 50 is positioned directly below the front conveyor unit 31 when said conveyor unit is in the retracted state on the ramp. As illustrated in Fig. 9, the bridge member is moved forwards and through the opening 51 together with the front conveyor unit 31. This inward movement is carried out at the same time as the inclination of the ramp 4 is adjusted so as to ~~mate~~ place the bridge member 50 at about the same level as, and on the floor 54 of the cargo compartment 52. When the bridge member has been positioned so as to rest on the floor 54 inside the cargo compartment 52, the front conveyor unit is lifted outwards to one side or the opposite side of said bridge member 50 in such a manner that from this position it can be pulled backwards or pushed forwards inside said cargo compartment together with the subsequent conveyor units 30. Such a control or guiding of the front conveyor unit 31 and the succeeding conveyor units 30 is enhanced by a raised platform 55 with suitably shaped guiding sides 56 and 57, said conveyor units 30 and 31 sliding against said guiding sides during their movement.

Page 15, lines 1-9:

Figs. 18 and 19 illustrate a second embodiment of the apparatus according to the invention. Here the conveyor paths of both the first and the second conveyor ~~part~~ parts 7 and 8 are formed by a coherent row of conveyor units 30 and front conveyor 31. The rear end of this row of conveyor units is received in a compartment 65 below the platform 3 of the vehicle 1, and from this position it is moved through the rear end of the vehicle upwards onto the ramp as the front end of the row is moved into the cargo compartment 52 of the aircraft 53. This embodiment is particularly suited for use in

connection with particularly long cargo compartments 52 requiring a relatively high number of conveyor units. In the second embodiment, the length of the row of conveyor units 30 is such that it may be stored in a folded configuration wherein at least one portion of said conveyor is positioned over at least one other portion of said conveyor when the succession of conveyor units is in a retracted position. An exemplary folded configuration is depicted in Figs. 18, 19, and 24 where the connected succession of conveyor units are configured, when in the retracted position, such that the total length of the connected succession of conveyor units is significantly longer than the apparatus that stores it.

Page 16, lines 14-29:

Fig. 22 illustrates a second embodiment of the front conveyor unit. This conveyor unit is designated the general reference numeral 90 and comprises a conveyor flap segment 91. At the front, the conveyor flap segment 91 forms a bend in such a manner that the front conveyor unit comprises a front member 92 permanently connected to the remaining portion of the flap segment 91. The front conveyor unit 90 comprises an endless conveyor belt 93 extending over the front member through suitable rollers. In front of the continuous belt 93, a pair of loosely journaled rollers 94 and 95 are provided. The conveyor flap segment 91 comprises a frame 96, which at the back is pivotally journaled in a support member 97. This support member 97 carries jacks 98 and supporting means 99 and 100 which are hingedly mounted on the support member 97 and displaceably mounted on the frame 96. The support member 97 comprises wheels 101 rotatably arranged about shafts which extend perpendicular to the plane of the support member 97. In addition, one or more wheels 102, cf. Fig. 24, are provided

below the front member 92 of the flap 91, said wheels being of the same type as the wheels 101.

Page 17, lines 8-17

Fig. 24 illustrates a third embodiment of the invention. Here the conveyor path of the first conveyor part 7 is formed by a first endless conveyor belt 110 mounted above the path of the conveyor units 70 between a compartment 111 and the bridge member 105. The first conveyor part 7 comprises furthermore a front conveying means with a second continuous belt 112, and which in front tapers in such a manner that the cargo items being handled pass in a relatively easy manner to and from the first endless conveyor belt of the first conveyor part 7. As indicated in Fig. 24, rails 113 are provided in the compartment 111, and the conveyor units 70 can run on said rails by means of the wheels 76 while the endless conveyor belts face downwards. In the third embodiment, the length of the row of conveyor units 70 is greater than the length of the conveyor units above it. As here embodied, the length of the row of conveyor units 70 exceeds the length of the upper conveyor units 112 and 7 such that at least a portion of the row of conveyor units 70 are located below the portion of the row of conveyor units lying just beneath and adjacent the upper conveyors when the row of conveyor units are in the fully retracted position. In Figure 24, a major portion of the row of conveyor units 70 are beneath the row of conveyor units 70 just below the first conveyor part 7. In such a manner, the length of the row of conveyor units 70 can be stored in a folded configuration and significantly exceed the length of the upper conveyor 7.